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WEDNESDAY, AUGUST 16, 1916

+ OREGON WEATHER +
+ Fair tonight and Thursday, +
+ cooler tonight except near the +
+ coast; westerly winds. +

THE O. & C. LAND GRANT TANGLE

Proceeding upon the contention that, title having been once vested in the railroad company, and the lands of the O. & C. grant having found their way upon the tax rolls of the various counties through such individual ownership, congress exceeded its constitutional rights in attempting to revert title in the United States. Lane county citizens are demanding that the lands be retained upon the tax rolls. The county judges of the interested counties were called to Eugene to consider the various phases of the question, and to "take such action as may be deemed advisable for the immediate protection and mutual advantage of the several counties."

Legislation already enacted, and other legislation proposed, deals most unjustly with the land grant counties. The counties were developed, and roads and bridges constructed, with the grant lands included in the area from which revenue was to be derived to meet the expense. The county government is now left high and dry with congress stepping in and cutting off a source of revenue, then, through legislation, giving elsewhere the bulk of the land value. The members of the Salem conference were right when they demanded that the railroad be required to dispose of the land according to the terms of the original grant. That would have placed the burden where it belonged—upon the delinquent company and not upon the general public. It would also have protected the counties in the matter of taxes. The Lane county citizens who have called this conference of county officials are working upon the hypothesis that in the end this idea will prevail.

HUGHES FOR BETTER BUSINESS METHODS

Republican Candidate Hughes is making a plea for the success of his party in the interest of the business of the country. Speaking at Portland, the leader of the G. O. P. discussed the tariff and advocated business-like methods in government, particularly a systematic budget system.

"There is no private business in the country that could exist as the government is run, without any proper organization," he declared. "I'm for a sound, business-like administration. If we are to measure up the demands that are before us and take our place worthily among the nations of the earth, then we must have ability to resist importunity and the making of public offices into public snaps. I'm against them. We must save this country every day—it will not be conserved simply by indulging in good wishes around the club tables."

Hughes referred to the United States system of government as organized "like a watch—delicately adjusted and requiring that it be kept in order."

BELFORT BOMBARDED

Paris, Aug. 16.—German reconnoitering parties were dispersed by the French in Champagne last night the war office announced today. The night was calm on the entire front. Northeast of Verdun bombardment occurred on several sectors. German aeroplanes bombarded the fortress town of Belfort, but there were no victims.

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PORTLAND MARKETS

Portland, Aug. 16.—Today's market quotations were:

Wheat—Club, 112; bluestem, 117.
Oats—No. 1 white feed, 28.50.
Barley—Feed, 31.00.
Hogs—Best live, 9.75.
Prime steers, 7.00; fancy cows, 5.00; best calves, 8.50.
Spring lambs, 8.25.
Butter—City creamery, 30; country, 27.
Eggs—Selected local extras, 30 @ 32.
Hens, 14½; broilers, 16 @ 17; geese, 10.
Copper, 28½.

AMERICANS LOSE
RIGHTS IN MEXICO

El Paso, Aug. 16.—The defacto government has declared null the concessions held by Americans for a projected railway between Salina Cruz and Acapulco, Mexico, according to Carranza officials at Juarez. The reasons given were that conditions were onerous, contained clauses prejudicial to the de facto government and that the contract was made with former Dictator Huerta.

At the same time preparations are being made to confiscate mining properties held by Americans who do not pay all back taxes with an additional penalty of 25 percent before Sept. 1, under a pronouncement issued by First Chief Carranza.

HEAVY ARTILLERY
FIRE ON SOMME

By Henry Wood

With the French army on the Somme, Aug. 16.—A thirty-mile horseshoe of solid artillery fire, one of the most terrific shell blastings in the history of the world, is drawing a line of flame along the Somme battle front.

The artillery reached its greatest intensity as I arrived at the highest point on Dompierre plateau, southwest of Peronne. The day before the French had captured German third line positions from Hardecourt to Bascourt. At the precise moment of my arrival the French were employing all their great artillery strength to protect their newly acquired positions. The Germans were shelling even more desperately in an effort to dislodge the French and launch counter-attacks.

The stupendousness of this great artillery struggle was indescribable. The curving line of fire extended from the French positions before Clerly, north of the Somme, to St. Quentin, thence south to the regions of Peronne and southwest to Barleux, Estrees and Soyecourt. Shells of all calibers, both shrapnel and high explosives, burst at every instant, at every point along the entire front with a rapidity which defied the counting.

For one lone interval by a seemingly miraculous intervention, I was able to count off fifteen seconds when not a single shell exploded. Immediately thereafter the fire was resumed with redoubled intensity.

Equally impressive as this thirty-mile unbroken semi-circle of artillery fire, was the thirty mile horseshoe of French observation sausage balloons overhanging at a great height the entire battle front. Their wireless instruments were directing the French fire.

At the same time innumerable French aeroplanes darted in and out among the sausages, crossing and recrossing the German lines every minute. From time to time as a daring aviator flew over the German positions, half a dozen white puffs would suddenly appear with startling distinctness silhouetted against the clear blue sky, showing where the German anti-aircraft gunners had sought to encircle the aeroplane with shrapnel. Yet despite this great activity of France's air forces, not a single German aeroplane appeared either for the purpose of chasing back the French, attacking the French sausages or for reconnoitering. Like wise not a single German sausage was visible to offset the unbroken thirty-mile semi-circle of twenty-six French sausages which I was able to count. Nothing could give a more vivid impression of the French's undisputed mastery and superiority in the air.

Pushing ahead from Dompierre into the shell zone, our party progressed toward Blaches, barely a mile from Peronne and the most advanced French position. We passed the villages of Herbécourt, Aasviller and Flacourt, all of which were so completely levelled by shell fire that I was unaware we were approaching them until I found myself treading their levelled bricks.

At the entrance of the former site of Becquincourt there remains standing in the road corner, a slender wooden cross, bearing an eighteen-inch miniature statue of Christ. A yard away a shell had mowed down a giant fifty year old tree, also carrying away one arm of the cross. But the figure of Christ remains untouched, pathetically viewing the empty space that was formerly Becquincourt. It is the only thing left standing in the entire village.

A few minutes after passing this spot, shells coming from the German batteries at Sayecourt, six miles

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away, began bursting near. The intensity of the German bombardment forced a French retirement from the Dompierre plateau. By a circuitous tour the French arrived at a dominating position north of the Somme faring the point where the French and German lines crossed the river before the beginning of the French offensive July 1.

From this vantage point, every step of the French advance was visible from Moulin Farine, which was the first point attacked, through the village of Curlu, Monacu farm and the village of Hem, and finally to the region of Clerly.

At this point a desperate struggle, which followed the previous day's capture of German third line positions, was still progressing.

This new position also brought up into closer contact with the French artillery lines.

The artillery duel gradually grew in intensity towards the close of the day until the hail of shells flying over from the batteries in the hills and valleys in the rear fairly made one's head swim with its intensity. It was only upon realization that the French were firing not by guns nor by batteries, but by whole successive lines of artillery, many of them extending miles in length, that I was able to grasp the extent of French preparedness in heavy artillery for this advance on the Somme.

From time to time this unceasing artillery roar was intensified by angry spurts and sputters of machine gun fire, either as the French repulsed German counter-attacks before Clerly, or as French gunners voluntarily gave vent to a few volleys as a warning to the Germans of the inadvisability of leaving their trenches.

Towards sundown the German fire dwindled. The French fire likewise lessened giving the impression that the days battle had ended, the French still holding their recently conquered positions between Hardecourt and Bascourt and before Clerly, an impression which the evening communique confirmed.

waukee, flagship of the torpedo flotilla, and the destroyers Hull, Hopkins, Truxton, Whipple, Preble, Stewart and Paul Jones will sail from La Paz on August 18 for this port.

The flagship San Diego, with Admiral Wm. B. Caperton on board, transfer to the Milwaukee at La Paz.

will arrive August 25 and will probably be followed by most of the remaining vessels of the fleet in a short time.

The seven bluejackets, suffering from malarial fever, who were on the Brutus, recovered sufficiently for miral Wm. B. Caperton on board, transfer to the Milwaukee at La Paz.

—that—
vacation—

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2

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San Diego, Aug. 16.—"That" the Mexican situation has passed the critical stage is indicated in orders received by a number of the vessels of the United States Pacific fleet now on patrol duty in southern waters to return to this port in the next few days. The collier Brutus will arrive at 7 p. m. today, the cruiser Colorado will drop anchor in the harbor next Friday, and the cruiser Mil-

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